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HONGKONG, TUESDAY, OCTOBER 5th, 1920.

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8.00 " 9.30 " 10 " 15 "
9.30 " 11.00 " 15 " 15 "
11.30 " 12.30 p.m. 15 " 15 "
12.30 p.m. to 2.30 p.m. 15 " 15 "
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NIght Cars
8.50 p.m. to 9.30 p.m. every 30 minutes
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

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Extra Car—12 midnight.

SUNDAYS
7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 " 11.00 " 10 " 15 "
11.30 " 12.00 noon 15 " 15 "
12.30 noon to 1.00 p.m. 15 " 15 "
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TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1 Local	No. 2 Through	No. 3 Local	No. 4 Through	No. 5 Local	No. 6 Through	No. 7 Local	No. 8 Through	No. 9 Local	No. 10 Through	No. 11 Local	No. 12 Through	No. 13 Local	No. 14 Through	No. 15 Local	No. 16 Through	No. 17 Local	No. 18 Through	No. 19 Local	No. 20 Through
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KOWLOON RESIDENTS ASSOCIATION.

THE PRESIDENT'S SPEECH.

EXTRAORDINARY GENERAL MEETING.

IMPORTANT PUBLIC MATTERS DISCUSSED.

An extraordinary general meeting of the Kowloon Residents' Association was held yesterday evening at the Kowloon British School. Mr. B. L. Frost presided, and there were also present the following members of Committee, Capt. F. T. Wheeler, Dr. Strahan, Dr. E. Taylor, Messrs. C. H. Basso, L. J. Blackburn, J. Cser Clark, D. J. Hancock, A. Hicks, Johnstone, E. J. Noronha, J. Parsons, T. Petrie, C. A. da Rosa, F. R. Shroff, F. P. de V. Soares, and W. Jackson (Hon. Secretary and Treasurer).

The President said—

Gentlemen.—One of the objects of this Association is to consider, and, if thought desirable, to make representations to the Government with regard to the annual financial estimates affecting Kowloon and its adjacent territories, and this meeting has, therefore, been convened in order to give all members of the Association an opportunity for submitting any suggestions which they may think the Committee should make to the Government. The Committee, as you will presently learn, has already considered and discussed various subjects, and I propose to outline its views before calling upon you to express your opinion on these questions. It should, however, be understood that the Committee will be glad to hear the views of any member present, and that all points raised will receive the earnest consideration of the Committee, and, if deemed advisable, submitted to the Government.

THE PROPOSED KOWLOON HOSPITAL.

The first subject I propose to deal with is the Kowloon Hospital. As the result of correspondence on this subject, we were requested by the Government to express our opinion as to the most suitable site for a hospital in Kowloon. A sub-committee of this Association composed of Drs. Balcan and Strahan and the Hon. Secretary, was appointed to report upon the matter, and it suggested a site covering about 20 acres and embracing a hill lying between the roads from Kowloon City to Shamshipo and from Waterloo Road to Kowloon City. The Association has received a communication from the Government stating that it considers that the site referred to is the most suitable for purposes of the Kowloon Hospital, and that questions of detail are under consideration. It now remains for us to vigorously urge upon the Government that no time should be lost in clearing the site, preparing the plans, and inviting tenders for the construction of the hospital. In the event of the Public Works Department considering that it will be fully occupied with various other important works during the ensuing year, we regard it as desirable that the whole of the operations included in this work should be immediately entrusted to one of the local firms of architects, as has been done in the case of other Government buildings, such as the Leighton Hill quarters, for its subordinate officers. We trust that the Government will pursue this course, as the need for the hospital is of extreme urgency.

THE HOUSING PROBLEM.

The next question we have to consider is the Housing Problem. It has been somewhat disappointing that the correspondence which has passed between the Government and the Association regarding the housing problem in Kowloon remains incomplete, the Association not having received a reply to its last letter on the subject, dated April 20th, 1920. Your Committee is fully convinced that the problem would not present any difficulty if the Government would only extend its encouragement to the large number of Kowloon residents who are eager and ready to build their own dwellings. There are innumerable suitable building lots along the Tai Po Road, on the new road from Kowloon City to Mong Kok Tsui, and at Kowloon Tong and Ho Mun Tin. These sites would be readily taken up if obtainable at a cost of not more than 5 cents per square foot. This is quite a reasonable figure, as some of the most suitable sites at the Peak, on Bowen Road, and at Pokfulam are being advertised for sale by the Government at only 12 cents per square foot. But the Government must first of all provide easy and inexpensive means of communication. However, necessary and desirable an electric tram system may be in the future, the immediate need in Kowloon is for a system of motor-buses, which is a pre-requisite to prospective house-owners embarking upon the erection of dwelling-houses. There is perhaps no immediate prospect of a profitable return for any individual or company promoting such a system of conveyance, and your Committee, therefore, advocates that the

Government should extend its heartfelt support to the originators of such a system, even though it may be of the most modest pretensions at its inception, providing, of course, that with experience and increased patronage, improvements and extensions would be introduced to render it thoroughly efficient. Apart from the question of sites, the greatest obstacles to the erection of detached and self-contained dwelling-houses is the excessive cost of construction; not necessarily of materials, but owing to the unreasonable provisions of the Public Health and Building Ordinances and the vexatious restrictions of the Building Authority. Your Committee would gladly welcome a declaration from the Government that it would be prepared to grant extensive modification of the Ordinance in question, in order to permit of the erection of wooden dwelling-houses. These would not only be less expensive to build, but your Committee learns from those having experience of such buildings in the most trying climates that their stability is beyond question. It should not be too much to expect the Government to erect a few of such houses, for sale or for rent, not only to serve as models but also to give an exact idea of their cost. It will be remembered that the Government a few years ago erected several of these houses at Tai Po, some of which were subsequently disposed of as places of residence to private citizens. Should the Government be disposed to repeat that enterprise, it would satisfy a public need by at least instituting enquiries regarding the possibility of adapting such houses to local requirements. Buildings of this type are to be found in numerous cities throughout the world where the ravages of the white ant are equally endured. They present a picturesque spectacle in the suburbs of Shanghai, Singapore, Penang, Ipoh, Kuala Lumpur, Manila, and even in the larger cities of Australia, New Zealand, Tasmania, and in Japan, Korea, and Formosa, not to mention Java—places where generally similar, if not more exacting, climatic conditions prevail. The provisions of the Ordinance regarding the thickness and height of walls must also be considerably modified; at least, so far as Kowloon suburbs are concerned. Such a concurrent attitude on the part of the Government would at once encourage the large number of residents who are eager and ready to remove to the outskirts of Kowloon, thus helping not only to solve the housing problem but also to develop the Kowloon Peninsula and its environs, to the undoubted advantage of the entire Colony. Your Committee anticipates that objections would be raised by the Government, experts to all or any of the proposed modifications of the Public Health and Building Ordinances, but the time has now arrived when the Public Works Department should be expected to render every aid and equal assistance to the general public, as well as to all architects and contractors. The sanitary provisions of the Ordinance which safeguard the public health are no doubt necessary, but the requirements regarding the structural strength of materials, the thickness of walls, and height of stories could certainly be relaxed so far as exclusively European dwellings are concerned. However, solicitude the Government may be for the safety of the occupants of such dwellings, surely, if the prospective house-owners are prepared to invest their capital in such types of buildings, it is a matter for their own individual decision if they are satisfied that they will experience no difficulty in obtaining a ready appreciation of such investment by insurance and mortgage companies. Such buildings would be well within the means of a large number of the members of this Association. Furthermore, the amount involved being comparatively small, others would probably experience little difficulty in obtaining the necessary financial assistance from their employers. In this connection, your Committee is of the opinion that the Government should give the necessary lead to the principal firms of the Colony by providing residences for all its subordinate personnel, which would but form a desirable extension of its scheme to provide quarters for its officers. Your Committee considers it a matter for regret that the "individual" has been entirely ignored in the allocation of \$1,000,000 under the Government's Building Loan Scheme. It views with apprehension the fixing of this further power in the hands of the landlords, particularly after the repayment of the loans by the latter, having in mind the continued growth of the Colony. It may be pointed out that one of the local Estate Companies having obtained a large loan from the Government at a very low rate of interest has lately sold 11 of its houses to private individuals, charging the latter as much as 8 and 8½ per cent for the mortgage of same, a case of large profit and quick return.

THE LIGHTING OF KOWLOON.

The third subject I have now to dwell upon is that of Lighting. The amount provided for in the current year's Estimates for lighting in Kowloon is \$20,000, as compared with \$21,500 for 1919, a reduction of \$1,500. In such a rapidly growing district as Kowloon there should not be any curtailment of expenditure under this head. Your Committee has, therefore, prepared a chart of additional lights which it proposes to request the Government to instal without delay, and it would submit that provision should be made in the Estimates for the ensuing year for such other lights as may suggest themselves in the course of the next twelve months. Another point in connection with the question of lighting in Kowloon is the excessive charge of 35 cents per unit for electric current, as against only 18 cents in Hongkong. The time is most opportune for the Government and Kowloon consumers seriously to consider what pressure may be exercised to persuade the China Light and Power Company to reduce its charges, not only for light but also for heating and motor power. There are already numerous industrial factories on the peninsula, and with heating and motor power at over 75 cents per unit the price charged in Hongkong, there would be a further increase in the number of factories, e.g. in Kowloon. Sooner or later, an electric tram system will have to be established in Kowloon, and no doubt arrangements could be made for the installation of a large electric plant with the requisite capacity to cope with all future demands at a reasonable rate per unit.

THE POLICING OF KOWLOON.

I now come to the question of "law and order," as enforced by the Police. Some time ago it was advocated that the Land and Water Police in Kowloon Point should be maintained separately. This, your Committee understands, has not been adopted, and it seems that the advisability of such a course will not be lost sight of by the Government, especially in view of the extension of the Land Police duties due to the inauguration of the Kowloon Fire Brigade Station, which is gradually, if somewhat tardily, approaching completion. It is not an exaggeration to state that the European Constable in the thoroughfares of Kowloon is surveyed as a *rara avis*; and I understand that, recently, there were only two European constables available for patrol duty, which, of course, reflects the law-abiding nature of the inhabitants! We do not consider the Water Police complement quite within the scope of our activities, but we would certainly press for an increase in the numerical strength of the Land Police, not only of Kowloon Point, but also of Yau Ma Tei and at all stations in the New Territories. While upon this subject, I would take the opportunity to refer to the lack of application of the regulations governing the launch traffic at Kowloon Police Pier and the apparent total lack of any regulations governing the traffic on the roads. With regard to the former, much trouble and avoidable inconvenience to persons using launches could be prevented by the observance of the regulations governing the use of this pier. Frequently, as may be observed, launches lie alongside the piers idly waiting, for some unknown reason, to the great inconvenience of other launches waiting to go alongside. The worst offenders in this regard are the Water Police, and it is to be hoped that the practice of monopolising the accommodation of the only public landing place on the peninsula will be discontinued. With further reference to convenient landing places on the Peninsula we invite the Government's attention to the desirability of the unrestricted ingress and egress for pedestrian traffic on the Kowloon Wharves. The numerous liners using these wharves demand that better facilities be obtained for the passenger traffic to and from these vessels, the safety of life and limb being the primary consideration.

THE REGULATION OF TRAFFIC.

There appears to be no proper regulation of the traffic on the roads. At the Ferry Wharf an Indian constable makes things worse than they need be, and at the lamp opposite the Dairy Farm there is a Chinese on point duty who seldom or never attempts to regulate the traffic at that spot. Motor cars and motor-bicycles race up and down the roads at a speed well over 30 miles per hour, and no one attempts to stop them although they are driving to the danger of the public. On the Tai Po Road there are numerous signs warning motorists at what speed to drive, but in Kowloon, excepting those recently erected at the Children's Playground, there are none, not even in the vicinity of the schools. We would commend this matter to the Government to be dealt with urgently, and to place Kowloon under similar Regulations as Hongkong, to be looked after by a special Traffic Inspector with the necessary police under him.

DRAINAGE.

Another subject that has engaged our attention is Drainage. Complaints continue to be received of the offensive smells from the drains in Kowloon, the small indication that something is amiss with the system. Investigations by the Sanitary authorities do not appear to have resulted in tracing the evil to its source, and we would, therefore, suggest that the Sanitary Department and the Public Works Department make a joint and exhaustive survey of Kowloon's drainage system with a view to discovering and removing the cause for complaint, thereby safeguarding the public health. We would also urge the Government to take advantage of the pending visit of Sir Charles Fitzmaurice, a noted drainage expert, to report upon the Colony's present system of sewage disposal. There is an abundant water supply on the peninsula, and with a proper system of sewerage and drains it should not be too much to expect that the present antiquated "bucket system" would be replaced in the near future by the "flush system" to the benefit of the health and for the greater convenience of Kowloon householders.

MOTOR ROADS.

Having already referred to the question of an improved system of conveyance, I now have to refer, but briefly, to the kindred subject of Motor Roads. We are convinced that there are more urgent needs in this Colony, and, in Kowloon, for that matter, but the Association appreciates what the Government has done by opening up so much of the mainland by means of wide thoroughfares. We feel, however, that it would be a true economy were the Government to pursue a policy of macadamising all these roads as opportunity presents itself, thus avoiding the constantly recurring expenditure entailed by repairing the damage which usually results after a heavy rainfall.

ATHLETIC GROUNDS.

The objects of this Association are sufficiently comprehensive to include within their purview a subject conducive to the physical development of the youth of the districts, and I now have much pleasure in dealing with the matter of accommodation for athletic pursuits. Kowloon possesses venues for many forms of sports but there is still no suitable accommodation for the youth of the peninsula to indulge in the popular game of football. When it is realised that during the coming season there will be two Football Clubs at Kowloon, namely, the Kowloon Football Club and the Club de Recreio, both of which will be entered in the League (the former in the first division) and that they have little facilities for practice, and absolutely none for a "home" match, the small, undersized piece of ungrazed land to the east of the Diocesan School being unsuitable for either purpose, it will be readily conceded that the subject is worthy of promotion. It has been suggested that a piece of the vacant land to the east of the Railway Lines, extending from Hung Hom Station in a southerly direction, where there is ample space for three matches being played simultaneously, be cleared and appropriated to these two Kowloon Clubs. The League fixtures for the coming season will probably be no heavy, but even by playing six matches every Saturday afternoon at Happy Valley the engagements cannot be played off. Your Committee, therefore, confidently hopes that the suggestion of an allotment of ground being made by the Government in Kowloon for the playing of football matches will be carefully considered.

A PUBLIC HALL.

A vexed question immediately affecting the Kowloon Residents' Association has been the need for a Public Hall in Kowloon. One of the most serious obstacles this Association had to surmount at its inception was the lack of a meeting place in Kowloon. The St. Andrew's Church Hall could only be obtained for Church purposes, and the Kowloon British School may only be used for educational purposes. After sundry gatherings at the residence of a member of the Committee it was decided to transfer to Hongkong, where, through the kindness of another member of Committee, we were enabled to freely use his office for our meetings. About three weeks ago, we applied to the Government for permission to hold this meeting in this building, and the Government, in its reply, stated that, while it would not refuse our application, subject to the consent of the Director of Education, it was considered as a general rule to be undesirable that educational buildings should be used for purposes not connected with education, and it expressed a hope that in future the Association would be able to make other arrangements. I now take this opportunity of publicly expressing our deep sense of gratitude to the Government and to the Director of Education for what is undoubtedly a great concession, and I trust that before our next general meeting, which shall be held in a Kowloon Public Hall, I shall be able to take the opportunity to mention that during the transactions of this Association with the Government, we have invariably been accorded a most cordial reception, and that we have been greatly impressed with the uniform courtesy and kindness of Mr. A. G. M. Fletcher, C.B.E., the Honorable Colonial Secretary, to whom, in great measure, we are indebted for the progress made by the Association, and we hope to learn in the near future that he has been appointed to the substantive post of Colonial Secretary of the Colony. (Applause.)

If the Kowloon community is to be brought together, if the public spirit, of which this Association is an index, is to be fostered, and if work for the general well-being is to be effective, it is essential that a public meeting place be provided, or, in the alternative, that the restrictions which surround the use of the existing accommodation be liberally modified in order to permit of this body efficiently affording the Government every assistance in matters immediately affecting Kowloon and the adjacent territory.

EDUCATION.

The important subject of education is now being gone into by a sub-committee, and representations will be made to the Government at the earliest possible moment.

THE NEED OF A BAND.

Owing to circumstances, over which we had no control, we have been obliged to drop the question of an amateur band to play in public in Kowloon.

AGRICULTURAL DEVELOPMENT.

I now come to a subject which the Association is introducing for the first time for the consideration of the Government, namely, Agriculture. For reasons which it would not be politic to set out in detail, your Committee considers that a beginning should be made to render the Colony self-supporting in the matter of fresh vegetables, poultry and meat. A first step in this direction would be for the Government to help the Chinese peasants of the New Territories, the Colony and its dependencies, by the simple expedient of advancing money to enable them to pay for improved agricultural implements and to supply them with good germinating seeds.

so that they may secure the best crops. In such places as Australia, Canada, etc., this is being done through the medium of Agricultural Banks, but in this Colony and in the New Territories all that would be necessary would be for sufficient funds to be placed in the hands of the District Officer at Taipei and his colleagues for the Southern District, who are in a favourable position to disburse the money most satisfactorily and with every likelihood of obtaining the best results. It is well known that these poor peasants exist from hand to mouth, and that every season they are compelled by force of circumstances to borrow money at extortionate rates of interest in order to be able to purchase a scanty supply of agricultural implements and seeds, and also to defray the wages of their farm hands till such time as their crops are harvested. More frequently than not they have no chance of legitimately disposing of their crops in open market, however plentiful these may prove to be, as invariably, they have been already pledged as security to the various money-lending produce dealers, and at prices far below those prevailing in open market. We, therefore, are firmly of opinion that this recommendation should receive the sympathetic consideration of the Government, as it would have the double advantage of helping these small farmers, who, apparently, are unable to help themselves, and, at the same time, rendering the Colony immune from the great risk of being cut off from the supply of these important food necessities, for which it is entirely dependent upon outside sources. Agricultural land in the Kowloon hinterland is gradually being encroached upon through the erection of buildings, and it would, therefore, be expedient to develop the vast areas on Lantau Island and the numerous islands in the vicinity of Hong Kong, where the soil is fertile and the land suitable for agricultural purposes. There is, we believe, a Government Experimental Farm at Fanling, but little is heard of it.

A KOWLOON JUBILEE SUGGESTION.
Gentlemen, in all the questions I have here dealt with, and many more, your Committee has been earnestly endeavouring to advance the public weal and further the development of Kowloon and the adjacent territory, and there is every reason to expect that with the continued encouragement of the Government and the loyal support of our members, and any aid we may get from those residents who are not members of the Association, we will be able to make further progress. The Government may be averse to assuming new responsibilities, but in these days of continually changing conditions, when nationalization of public utility companies is constantly being urged, coupled with the fact that in the near future Kowloon will undoubtedly be the most important part of the Colony, it would be a sound Imperial policy if advantage were taken to celebrate the Jubilee of Kowloon, as a British Possession, which takes place next year, by inaugurating a Kowloon Municipality, chosen with an unofficial majority, whose decisions could, at first, be subject to the veto of His Excellency the Governor. (Applause.)

SOME SUGGESTIONS.
Mr. BARTON drew the attention of the Chairman to the fact that the children's playground was used after 8 p.m. by older persons who were a general nuisance, and a source of annoyance to the Officers. Messrs. just opposite. He also mentioned the danger to people who walked that way at night, due to motorists and motor cyclists, who swung round the corner at a terrific speed and were a danger to the public. He thought there was no caretaker on the playground at night, and that was the reason why they observed the ground reserved for children. He also thought that the pavements in Harbour Road should be macadamised. As it was, a number of cobbles were always engaged in cutting off the grass. He also wished to have a policeman stationed outside the Roman Catholic Church, during services, as it was impossible to get to a particular rich man owing to the number of cobbles there. On one occasion he caught a thief, but had to let him go as there was no policeman in sight. (Laughter.)

The CHAIRMAN replied that the matters were under consideration.
Mr. SMITH said that he had heard that the Kowloon Postmaster, who resided on the post-office premises, had only three living rooms. He had fourteen in his family, and it was rather hard. The Government ought to provide better quarters.
The CHAIRMAN said the point had been brought up before and was being considered. Mr. SMITH drew attention to the lack of water in Kowloon, owing to the absence of pressure, as a result of which they could not have a proper bath in the morning.

The CHAIRMAN said that better mains were being fixed, and in the course of a month the question of a good supply of water would be settled. The difficulty at present was due to the ships being the large mains.
Attention was drawn to the undesirability of having a public latrine and a 601 factory in Coronation Road, and the CHAIRMAN replied that the question of the latrine was being considered and he understood that it was shortly to be removed. As Coronation Road was reserved for Europeans, when the lease of the factory site expired, he understood it would not be re-leased.
Another member wished for a better system of numbering the houses and another wanted a bathing beach for Kowloon.
The CHAIRMAN promised that those matters would receive the attention of the Committee.

(Continued at foot of next column.)

SATURDAY'S GYMKHANA.

The handicaps in the handicap events in next Saturday's gymkhana programme have been fixed as follows:—

FIVE FURLONGS HANDICAP.

	Height.	Lbs.
P.S.	13.2	135
Brutus	13.1	135
Brown Paper	13.0	137
Sepand	13.0	135
Pantile	13.0	134
What is it	13.0	133
Wee Mouse	13.0	132
Tredegar	13.0	148
Red Coat	13.0	145

"B" Class.

	Height.	Lbs.
Scottie	13.1	130
Craaby	13.1	137
Cannon	13.1	135
Disenard	13.1	135
Geordie Mac	13.0	148
Slam	13.0	147
Aldog II	13.1	147
Orion	13.2	148
Rab	13.1	145

1 1/2 MILE HANDICAP.

	Height.	Lbs.
Slam	13.0	168
Alexander	13.1	164
Lighting	13.1	162
Stimew Cat	13.0	168
Burning Daylight	13.1	158
P.S.	13.2	155
Attraction	13.0	153
Kawshop	13.1	147
Sepand	13.0	145
Why Not	13.2	145
What is it	13.3	145
St. John	13.1	145
Patrick	13.0	140

DISTANCE HANDICAP.

	Height.	Yards.
Alexander	13.1	5
Burning Daylight	13.1	5
P.S.	13.2	5
The Nipper	13.3	5
Lighting	13.1	10
Blackbird Dahlia	13.1	10
Brown Paper	13.0	15
Brutus	13.1	20
Red Coat	13.0	40
Wee Mouse	13.0	40
What is it	13.3	40
Scottie	13.1	45
Moonshine	13.0	45
Why Not	13.2	45
Ringwood	13.1	50
Black Coat	13.1	50
Tredegar	13.0	50
Sesame	13.0	55
Wilder Light	13.0	55
Kash	13.1	60
Geordie Mac	13.0	60
Disenard	13.1	60
Wakeford	13.1	65
Rebate	13.0	65
Suprise	13.0	65
Aldog II	13.1	65
Rab	13.1	70
Buck Up	13.1	70
Supper Dance	13.2	75
Slam	13.0	75
Orion	13.2	75

HARBOUR RACE.

LARGE NUMBER OF COMPETITORS.

The Harbour Race this year promises to be unusually interesting. The ladies who have entered are Mrs. Richmond, Miss B. V. Jennings, Miss A. Wheeler, Miss Vivian Young, Miss Ruby Young, Miss A. Robinson, Miss Enid Cornell, Miss D. May, Miss M. Ramsey, Miss D. Mitchell and Miss A. Tolan.
The following are the other entrants:—
G. T. May, E. P. Souza, Br. Wood, R. G. A. J. H. Johnston, K. A. Mason, G. E. Ramsey, E. W. Ralston, A. E. Simmons, R. Y. Frost, L. G. Frost, J. G. Kynoch, H. W. Knight, G. W. Sewell, Wm. McLeod, G. A. Carvalho, W. G. Ramsey, Leung Shui Tak, D. Lung, Tr. Ansell, Gr. Keay, Gr. Court, E. Wheeler, Shek Wing Kwan, Leung Shui Man, Yeung Ping Kwei, Ho Pak Ping, Yip Kin Ying, Sung Yi Tak, J. V. Ramsey, S. A. Margat, L. Logan, D. Logan and M. Le Huray.

Mr. SMITH asked if there was an Ordinance in Hong Kong to restrict profiteering in house rent. He said that the present high rentals made many a man swear. Some time ago a friend of his had a whole house for \$35 a month; to-day he had to pay \$60 for half the accommodation. At home a landlord was not allowed to eject a tenant till he found him a suitable house, and it should be the same in Hong Kong. It was sheer robbery.

The CHAIRMAN said that the Committee took the matter up, but the Government refused to interfere with the landlords. The association had done its best, and it was up to the members to give them concrete examples of increased rentals. In one case they were able to get the rent reduced. They had heard of the rent of one house being raised from \$65 to \$85, and they were in communication with the Government on the matter. They were willing to help even those who were not members of the association.

Mr. ROBERTSON said that people regarded the Kowloon pier as the Police pier, and it was not surprising that the Police took advantage of that fact. It was a public pier.
Mr. FURVIS proposed a vote of thanks to the Committee for the work done and asked that they be empowered to go forward with the suggestions made.

Mr. BUNY, seconded, and this was unanimously agreed to.
The CHAIRMAN said that the Committee were willing to do everything in their power to further the interests of the members. He mentioned that the Government had accepted the site chosen by them for a first-class hospital, to consist of 150 beds. It would be well equipped with modern apparatus, and there would be six beds or more reserved for private patients. He thanked the Government for the use of the Kowloon British School hall, the Rev. C. Lindsay for supplying chairs for the meeting and the Press for their assistance and co-operation.

TUNG WAH HOSPITAL.

COMMEMORATING THE JUBILEE. NEW WING TO HOSPITAL.

To commemorate the Jubilee of the Tung Wah Hospital, a new wing is to be added, and in connection with it the ceremony of laying the foundation stone was performed yesterday morning by H.E. the Governor (Sir R. E. Stubbs) in the presence of a large gathering.

The new ward will be a four storied building and will be able to contain over a hundred beds. The hospital and its grounds were gaily decorated for the occasion and the Y.M.C.A. Band was in attendance. H.E. the Governor (accompanied by Capt. Warner) arrived at 11 o'clock and was welcomed by Mr. Li Wing Kwong, Chairman of Committee, Sir Robert Ho Tung, the Hon. Mr. Lau Pak, the Hon. Mr. Ho Fook, the Hon. Mr. E. R. Halifax (Secretary for Chinese Affairs), Mr. Ho Kwong and Dr. G. H. Thomas.

Other present were H.E. Major-General F. Venstris, the Hon. Mr. A. G. M. Fletcher, Mr. Justice H. H. J. Gompertz, Mr. Justice J. R. Wood, the Hon. Mr. J. H. Kemp, the Hon. Mr. E. V. D. Parr, the Hon. Mr. A. R. Lowe, Commodore Bowden Smith, Mr. T. F. Hough, Dr. G. M. Harrison, Mr. J. W. Jamieson, Dr. G. P. Jordan, Mr. G. M. Young, Mr. A. O. Lang, Mr. E. Ormiston, Dr. Earle, Mr. J. L. McPherson, Brig-General McNaughten, Mr. Ho Kom Tong, Mr. S. W. To, Mr. Chow-shou-san and several other Chinese gentlemen.

H.E. the Governor and party were escorted to the site of the new ward where the ceremony was performed.

Mr. Li Wing Kwong made the following speech, which was interpreted into English by the Hon. Mr. Lau Chu-pak:—
Your Excellency and gentlemen—To-day has been fixed for the celebration of the 50th anniversary of the Hospital and for the ceremony of laying the foundation stone of its new wing. We are grateful to Your Excellency for kindly consenting to lay the foundation stone, and have much pleasure in welcoming the Kaisangs, the members of the Hospital, and other gentlemen. The erection of the wing has for its objects firstly the extension of the accommodation for patients, and secondly the commemoration of the 50th anniversary of the Hospital. Allow me to recount shortly the history of the Hospital. During the past 50 years, not in order to boast of its success, but to make known the activity of the founders and the enthusiastic work of the past Committees, The Hospital was founded in 1870, i.e. the "Kei To" year, when the Government granted a site and \$100,000 for this Hospital. Fifty years have passed since the foundation stone was laid by H.E. Sir R. G. Macdonnell. During this period the Hospital has given the people medical attendance and medicine free of charge and afforded relief in various disasters, extending its charity wider and wider as the years passed by. It has gained a high reputation at home and abroad, and everyone knows of this charitable organization maintained by Chinese residents of Hong Kong.

In every public calamity letters and telegrams are sent to the Hospital, stating the need and asking for help. Thus relief afforded by the Hospital to people in distress, medical treatment to poor patients, and assistance to the destitute and helpless, have increased daily, and charitable work done by the Hospital has become daily better known. We cannot but praise the merit of the founders of the Hospital, the powerful assistance of the Hong Kong Government, the generosity of the charitable subscribers of the funds and the good work of the gentlemen who have served on past Committees. This year is the 50th anniversary of the Hospital; and as I bear the responsibility of being Chairman of the Hospital Committee, I dare not neglect such an opportunity and fail to do honour to the meritorious work of my excellent predecessors. The insufficiency of funds for the accommodation of patients has long been felt in the Hospital; and on the occasion of this 50th anniversary, it was, on the advice of the Kaisangs, merchants and well-known gentlemen, resolved that, in commemoration of this anniversary, additional wards should be built, and subscriptions raised for the building of a Maternity Hospital for the Chinese Public Dispensaries. House-to-house subscriptions were begun in May, and thanks to the enthusiastic work of the anniversary Committee and to the great generosity of wealthy donors, we have succeeded in raising \$100,000 (applause) and thus we have sufficient funds for the building of the new wing and the Maternity Hospital. In future there will be more accommodation for poor patients, for which we are greatly indebted to all our charitable subscribers. The Committee and I are very pleased; and this brings me to another point: this 50th anniversary is itself due to the original assistance as has been given to my predecessors. I cannot help recognizing the great enthusiasm with which past Committees performed their duties, and made possible the success. If any of the Founding Committee is still alive, how happy he must be! With the approval of this anniversary foundation stone of this new wing with an inscription of the names of the past Committees hung up in the Great Hall, and the names of all donors carved on a stone tablet erected in the new wing of the Hospital, in memory of the work of the Founders and Committees, and encouragement to their successors. We now take the opportunity to express our thanks to the Kaisangs and the anniversary Committee for their valuable work, and I have the honour to invite Your Excellency to perform the ceremony of laying the foundation stone. (Applause.)

Major L. G. Bird, representing Messrs. Palmer and Turner, architects, presented His Excellency with a silver trowel and mallet, bearing the following inscription:—
Presented to H.E. the Governor, Sir Reginald Edward Stubbs, K.C.M.G., on the occasion of the laying of the foundation stone of the new wards to commemorate the 50th anniversary of the Tung Wah Hospital, October 4th, 1920.

SPEECH BY H.E. THE GOVERNOR.

H.E. the Governor said:—Mr. Li Wing Kwong and gentlemen—It is a great pleasure to me to be present to-day to lay the foundation stone of the new wing of the Tung Wah Hospital and thus to be associated with so important an extension of the hospital's activities. I am pleased to think that the fiftieth anniversary of the foundation of this invaluable charity has fallen within my term of office and that I have thus been afforded so excellent an opportunity of bearing testimony on behalf of the Government to the great services which the Tung Wah Committees of the past have rendered to the community. Each annual committee has, I am told, taken pride in leaving behind it at the end of the year some special work of improvement by which its term of office will be remembered. The work which will commemorate the year of office of Mr. Li Wing Kwong and his colleagues will form a worthy memorial on the 50th anniversary of the hospital and will cause their names to be regarded by future generations which benefit by it with the same grateful recognition which Mr. Li Wing Kwong has shown in recalling the energy and public spirit of the original founders. I congratulate them very heartily on the success which has attended their efforts.

Mr. Li Wing Kwong has referred especially to the work done by the Tung Wah organisation in providing medical treatment for the poor, assistance for the destitute and helpless and relief for the sufferers from disasters such as flood and famine, which are all too frequent in China. He said rightly that it has gained a high reputation both at home and abroad and nobody who knows anything of the work of the institution can doubt that that high reputation is well deserved and has been earned by hard and devoted work on the part of the annual committees. There are, however, other aspects of the work of the Committee to which Mr. Li Wing Kwong has not referred and which I will take leave to mention as I think that there are few people—certainly few Europeans—who realise how large a part the Tung Wah Committee plays in the life of the community. Apart from the work of the hospital, the Committee charges itself with the burial of the destitute dead and with the care of the destitute living. Destitute persons returning from abroad are dealt with by the Tung Wah Committee which sends them to their homes in China maintaining them here till passage can be provided for them often at the expense of the institution.

It deals also with many cases in which bodies of Chinese who die abroad are sent home for burial, and sees to their being sent to their native places to be interred. Apart from functions such as these, of a charitable or semi-charitable nature, the committee undertakes unobtrusively and efficiently a great amount of work on behalf of the Government and the country. When there is occasion to make a payment such as a gratuity or a grant of compensation to any person in the interior of China it is the committee of the Tung Wah Hospital which makes the necessary enquiries and in many cases sees to the actual payment. Probably few of those European firms which have had occasion to ask for the help of the Secretary for Chinese Affairs in such matters, especially during the war, in connection with payments to members of Chinese crews, realise that they have had the benefit of the assistance of the organisation of the Tung Wah Hospital Committee.

The matters in which the committee represents the connecting link between the Government and the Chinese community are numerous to recount. They vary from the inter-firing of claims after a typhoon to the supervision of the removal of ancient graves from land which is required for building purposes. It is sufficient to say that without the constant and ready assistance of the Tung Wah Committee the task of the Government would be infinitely more difficult and the result of its activities considerably less satisfactory both to itself and to the community in general. I am glad to have this opportunity of telling the Committee how fully the Government recognises the value of their help and that of their predecessors in office and of expressing the hope that the same ready assistance has been given to my predecessors. It now only remains for me to repeat my congratulations to Mr. Li Wing Kwong and his colleagues on the success of their efforts to provide a worthy memorial of the 50th anniversary of the foundation of the Hospital, and to lay the foundation stone of this new wing with an inscription of the names of the past Committees hung up in the Great Hall, and the names of all donors carved on a stone tablet erected in the new wing of the Hospital, in memory of the work of the Founders and Committees, and encouragement to their successors. We now take the opportunity to express our thanks to the Kaisangs and the anniversary Committee for their valuable work, and I have the honour to invite Your Excellency to perform the ceremony of laying the foundation stone. (Applause.)

This foundation stone of the Jubilee Ward of the Tung Wah Hospital was laid by H.E. the Governor, Sir Reginald Edward Stubbs, K.C.M.G., October 4th, 1920.
Following the ceremony refreshments were served.

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GOLF JACKETS & GOLF SUITS

MADE OF THE FINEST HOME SPUN TWEEDS IN VARIOUS PATTERNS AND ALL SIZES.

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STYLISHLY CUT AND BEST FINISH

ALSO

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AS WORN BY THE CHAMPION GEORGE DUNCAN.

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HUILE de LUXE: is specially adapted for use on Motor Cycles during warm weather.

MOTORINE: The best all-round oil for Water-cooled Engines. It has a rich character and good body.

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Suitable for

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BROADWOOD PIANOS

Specially made for this climate.

The Anderson Music Co., Ltd.

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TRAVELLING REQUISITES OF EVERY DESCRIPTION

ATTACHE CASES, COMPRESSED FIBRE SQUARE BAGS, TRUNKS, BONNET BOXES, CABIN TRUNKS, VISITING CASES, DRESS CASES, SUIT CASES,

ALL WOOL RUGS, ETC., ETC.

Gentlemen's Complete Outfitters.

NEW ADVERTISEMENTS

NION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE

THE Undersigned RESUMES CHARGE from this date.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, October 5th, 1920. 1583

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE

THE Undersigned RESUMES CHARGE from this date.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, October 5th, 1920. 1583

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE

THE Undersigned RESUMES CHARGE from this date.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, October 5th, 1920. 1584

LADIES' RIFLE CLUB.

THE FIRST MEETING of the Autumn Season has been POSTPONED till WEDNESDAY, October 13th, from 9 a.m. to 12 Noon and 2 p.m. to 4.30 p.m. at the Ladies Recreation Club.
L. I. DELACOMBE,
Hon. Secretary.
Hongkong, October 4th, 1920. 1578

TIEN-TSIN GAS AND ELECTRIC LIGHT COMPANY, LTD.

NOTICE

NOTICE IS HEREBY GIVEN that the DIVIDEND CERTIFICATE of the TIENTSIN GAS & ELECTRIC LIGHT CO., LTD. which is appended hereto and has been LOST, in the event of no other claims being lodged with the undersigned on or before the 19th day of October, 1920, the same will be declared null and void and New Warrants will be issued in the name of the TIENTSIN GAS & ELECTRIC LIGHT CO., LTD.
DATE OF WARRANT No. of WARRANT Amount
20th April, 1912. 16 Tia. 14
31st July, 1913. 16 8
22nd July, 1914. 12 8
Dated the 28th day of September, 1920.
WILLIAM FORBES & Co.,
Secretaries.
TIENTSIN GAS & ELECTRIC LIGHT CO., LTD.
1577

UNIVERSITY OF HONGKONG.

"MATRICULATION, SENIOR AND JUNIOR LOCAL EXAMINATIONS."

NOTICE IS HEREBY GIVEN that the above EXAMINATIONS will commence on MONDAY, November 15th, 1920. Forms of entry and all particulars can be obtained on application to the Registrar, The University, Hongkong, or to the Registrar, The University, Shanghai.

Each entry form, duly filled in, must reach the Registrar together with the fee (Ten Dollars, Hongkong Currency) on or before October 15th, 1920.
Copies of past Examination papers, including those set in July 1920, can be obtained from the General Office of the University, Price 50 Cents per copy.
N. TEESDALE MACKINTOSH,
Hongkong, October 4th, 1920. 1578

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship "CHAKSANG"

having arrived from the above port, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 9th Oct. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATTHEWSON & Co., Ltd., General Managers.

Hongkong, October 4th, 1920. 1579

NOTICE TO CONSIGNEES.

The Steamship "AFRICA"

FROM TRIESTE, VENICE, PORT SAID, COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd.

Hongkong, October 4th, 1920. 1580

INTIMATIONS

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the Pavilion on TUESDAY, OCTOBER 12th, 1920, at 5.30 p.m.
An Extraordinary General Meeting will be held immediately afterwards for the purpose of considering amendments to Rules as circulated to Members.
By Order of the Committee,
L. S. GREENHILL,
Hon. Secretary.
Hongkong, October 1st, 1920. 1573

HONGKONG CORINTHIAN YACHT CLUB.

MEMBERS are reminded of the ANNUAL GENERAL MEETING to be held in the Club House on WEDNESDAY, OCTOBER 14th, at 5.45 p.m.
A full attendance is urgently requested for the purpose of passing the resolution circulated to members and posted on the Club Notice Board.
G. A. BURE,
Acting Hon. Secretary.
Hongkong, October 2nd, 1920. 1573

HONGKONG FOOTBALL CLUB.

RUGBY SECTION.
FIRST PRACTICE will be held at Happy Valley on FRIDAY, OCTOBER 9th, at 5.30 p.m., followed by Election of Officers. All interested are invited, whether Members of the Club or not.
Hongkong, October 1st, 1920. 1569

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall on THURSDAY, the 14th OCTOBER, 1920, at 5.30 p.m., for the purpose of receiving the Annual Report and Accounts for the year ending 31st August, 1920, electing office bearers for the ensuing year etc.
R. J. PATERSON,
Hon. Secretary.
Hongkong September 30th, 1920. 1569

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of the Members of the above Club will be held on SATURDAY, the 16th OCTOBER, at 12 o'clock Noon, within the Offices of the Hongkong Jockey Club, Chater Road, Hongkong.
By Order,
R. J. PATERSON,
Clerk of the Course.
Hongkong, October 2nd, 1920. 1570

HONGKONG WOMEN'S GUILD.

MINISTERING CHILDREN'S LEAGUE.

THE ANNUAL FETE & SALE OF WORK.

will be held in GOVERNMENT HOUSE GROUNDS on SATURDAY, NOV. 6TH, FROM 2 TO 7 P.M.
Adults ... 30 Cts.
Children ... 10 " 1546

NOTICE.

THE PUBLIC are hereby WARNED against negotiating or in any manner having dealings in the undermentioned scrip for SHARES in the under-noted Companies, the Secretaries of which have been notified against certain irregularities that have arisen in connection therewith.

The said Shares are the property of the undersigned and any person or persons having come into possession thereof are requested to communicate with him forthwith.

Particulars and Numbers of HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY SHARES stolen.

Script No. Numbers. Holder's Name.

7017 50 29301/29350 G. P. Ouster.

7590 50 37064/37133 M. S. Rasmussen.

8538 100 42369/42368 L. A. Chak Yuen.

5910 25 1257/15, 12583/59 S. Fenwick.

5911 25 59459/117 H. H. Fenwick.

7541 5 54757/765 S. Fenwick.

8141 5 71841/845 R. Mitchell.

6905 15 44670/684 R. E. C. Champenowas.

7789 4 66735/66742 P. F. H. Hodge & A. F. Harris.

7755 5 64786/774 H. H. Fenwick.

H. K. & WHAMPOA CO., 100 SHARES.

Script No. 7425 "Lo Koon Hang, 9003/27, 9801/25, 31583/7, 32367/81, 28996/27019, 40713/717.

(Signed) FRED ELLIS, c/o FRED ELLIS & Co.

Hongkong, September 25th, 1920. 1538

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1580

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Advertisers requiring their advertisements under this heading must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

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Recommended by the Medical

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A. S. WATSON & CO., LTD.,

THE HONGKONG DISPENSARY.

TELEPHONE 16.

BIRTHS.

CORRECTION.—At Shanghai, on September 28th, to the wife of WARRINGTON CORRECTION, a son.

GIAQUER.—At Shanghai, on September 27th, to Mr. and Mrs. C. D. GIAQUER, a daughter.

MACARTNEY.—At Hankow, on September 27th, to Mr. and Mrs. T. LAMONT MACARTNEY, a son.

SMITH.—At Shanghai, on September 27th, to the wife of G. McD. McCOLL SMITH, a daughter.

MARRIAGES.

DOWNS.—At Shanghai, on September 25th, ALAN THOMAS DOWNS, of Pinner, Middlesex, to MARY ETHEL, only daughter of the late Mr. Alfred Walker and Mrs. Walker, of Shanghai.

PRIDEAUX.—At Southsea, on August 7th, BYRON T. PRIDEAUX, of the Municipal Health Department, Shanghai, to DAISY MAY McCLELLAN, of Southsea, Blackpool.

ROBERTS.—At Shanghai, on September 25th, BRASIDE M. ROBERTS, of Dodwell & Co., Ltd., to Mrs. SOPHIA MARIA CORREA.

DEATHS.

BRAZIER.—At Inverness, on 11th August, HENRY WOODHAMS BRAZIER, late Commissioner of Customs, China, third son of late Professor Brazier, Aberdeen.

GUINNESS.—On 11th September, ERIC COLVILLE GUINNESS, D.S.O., Lieutenant Royal Irish Regiment, only son of COLVILLE GUINNESS, Hongkong and Shanghai Bank, Hongkong, and Mrs. GUINNESS, Baldock, Herts, England, 1881.

LAWLEY.—At Shanghai, on September 25th, THOMAS WILLIAM LAWLEY, in his 68th year.

OLIVER.—At Shanghai, on September 27th, LOUISE, widow of Henry Oliver, of Shanghai, aged 55 years.

HONGKONG OFFICE: 10A, DES VOEUX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 5TH, 1920.

ROWLOON'S NEEDS.

THE Kowloon Residents' Association, which held an extraordinary general meeting last night for the purpose of discussing public needs in view of the fact that the time has arrived for their consideration in connection with the preparation of the Annual Financial Estimates by the Government, has set an example which we should like to see extended to the entire Colony.

Not many weeks ago the Governor of the Straits Settlements publicly remarked that the longer he lived in the Colony the more convinced he became that the one thing

which was very much needed there was a more active interest by the public in local government and municipal affairs. Perhaps it is not every Governor of a Crown Colony who is prepared to welcome an active interest on the part of the general public in administrative affairs; but we have no reason to believe that more public interest in affairs would not be as welcome to Sir EDWARD STUBBS in Hongkong as to Sir LAURENCE GULLIMARD in the Straits Settlements.

The Kowloon Residents' Association itself has received during the past twelve months several proofs of the Government's desire to welcome co-operation by the public, and it is doubtless this fact that has encouraged the Committee of the Association to take the very practical step of outlining at a general meeting the requirements of the community at a time when the Government's programme of work for the ensuing year is under consideration.

In the address of the Chairman there is both useful criticism and valuable suggestion. It deals first with the urgent need of a hospital for Kowloon. The Government has already recognised the need and enlisted the assistance of the Association in the selection of a site. The Association is anxious that there should be no unnecessary delay in proceeding with the erection of the hospital, and in this connection the suggestion is made that the design and supervision should be entrusted to a local firm of architects if the architectural branch of the Public Works Department is fully occupied with other urgent public work.

On the subject of the Housing problem the address makes a number of suggestions which, as coming from a body of residents evidently anxious to assist in a practical form in the solution of the problem, can hardly fail to keenly interest the Government and receive very careful and sympathetic consideration. In this connection the need for improved means of communication by a service of electric trams or motor-buses is emphasised.

Other items in the Association's very comprehensive programme of reforms relate to public lighting and the charges made for current for various purposes; the policing of the thoroughfares of the peninsula; the regulation of traffic on the roads as well as the launch traffic in the neighbourhood of the piers; the big question of a modern drainage system; the provision of more athletic grounds; the need of a public hall for Kowloon; and the subject of education. Finally the subject of the agricultural development of the adjacent territory is brought up for consideration; and, by way of a postscript, the suggestion is thrown out that "it would be a sound Imperial policy if advantage were taken to celebrate the Jubilee of Kowloon, as a British Possession, which takes place next year, by inaugurating a Kowloon Municipal Council, with an unofficial majority, whose decisions could, at first, be subject to the veto of His Excellency the Governor." Important innovations of the latter description are never dealt with in a hurry by the Government, and Kowloon will perhaps have to wait until it celebrates its centenary for the gift of any measure of municipal self-government. For the purposes of municipal administration Kowloon must be considered to remain an integral part of the Colony, and all its needs will require to be considered in their relation to the needs of the Colony as a whole and to the general public purse.

The Association would thus be well advised to concentrate its energies on immediately practicable proposals, and be content for the present to keep such expensive undertakings as a drainage system for Kowloon in the programme as a distant ideal. There is no doubt that by focusing the attention of the public and the Government on proposals which are immediately practicable the Association will succeed in getting something done, and if the needs of other districts of the Colony get overlooked the communities who suffer may perhaps learn a lesson from the activities of the Residents' Association on the other side of the harbour.

One case (one death) of cerebro-spinal fever was reported in the Colony on Saturday.

The Hongkong Inter-port Bowls Team returned to the Colony yesterday on the Kwang Tai.

The Manila Observatory at 10.50 a.m. yesterday, sent the following warning:—Cyclone or typhoon West of Balintang Channel, direction unknown.

A Chinese boy, living on the third floor of an unoccupied house at West Point, missed his footing and rolled down the stairs on Sunday. He was picked up in an unconscious condition and removed to the Government Civil Hospital.

We learn from Church Notes that the total of the donations sent from Hongkong towards the fund for the preservation of Westminster Abbey was £334 18s. 3d.

Car. C. Fumagalli, who has been recently in charge of the Italian Consulate for Hongkong, Macao and South China, left by s.s. *Hungaria* for Italy, leaving Signor U. Gonella, in charge.

On Friday afternoon last, a Chinese woman was discovered by a neighbour at Santin village hanging from a ladder with a piece of cloth tied round her neck. She was dead when the body was cut down.

The Assistant Chaplain of St. John's Cathedral, Rev. J. H. T. Holman, leaving Vancouver on the *Empress of Japan* on October 12th and will be due here at the beginning of November. Mr.

MAYFLOWER CELEBRATIONS: ANTI-BRITISH DEMONSTRATION.

ZEPPELIN WORKS SOLD: TO AMERICAN FINANCIERS.

FRANCE'S RECOVERY: REMARKABLE RECORD OF WORK.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)

MAYFLOWER CELEBRATIONS.

ANTI-BRITISH DEMONSTRATION IN CARNEGIE HALL.

New York, September 30th.
Anti-British agitators, mostly women, invaded Carnegie Hall during the Pilgrim Fathers tercentennial celebration and created such disorder as necessitated an adjournment. The police ejected the disturbers of peace.

SPARK OF LIBERTY.

New York, October 1st.
The American Pugilists gave a luncheon to the delegates attending the Pilgrim Fathers tercentennial celebration. Mr. Chauncey Depew presided. Addressing the delegates, Mr. Chauncey Depew declared that the spark of liberty which the Pilgrim Fathers kindled had enlightened the world.

INTERNATIONAL AEROPLANE TROPHY.

DECISION OF TEXAS AERO CLUB.

New York, September 30th.
Owing to France winning the Gordon Bennett Cup outright, the Aero Club of Texas has authorized the institution of an international aeroplane trophy with a cash prize of \$10,000 to be called "The Cox Trophy."

AMERICA'S VITAL STATISTICS.

RECORD BIRTH RATE FOR PAST YEAR.

London, October 1st.
The birth rate in the United States in 1919 was the highest recorded. There were 239 cities with a population of 31,000,000. The death rate declined to 37 per thousand, while there were 480,000 births.

AIR SUPREMACY.

AMERICAN FINANCIERS AMBITIONOUS SCHEME.

London, October 1st.
It is stated that the notorious Zeppelin works in Germany are being transferred to the United States where a scheme of building super-airships for the Atlantic trade and "passengers" will be begun. It will be remembered that the peace treaty forbade Germany from manufacturing Zeppelins. The American capitalists concerned are embarking on an ambitious scheme to further America's air supremacy.

FRANCE'S FINANCES.

RESULT OF EFFORTS AFTER WAR.

Paris, September 30th.

A Havas message says:—
At the Brussels financial Conference, the striking report on France's financial situation was read by M. de Fleurbaey, head of the French delegation, and elicited considerable interest.

According to the report, strenuous efforts have been made to restore the devastated districts, and already show the following results:—

77 per cent. of the gutted and looted plants have now resumed operations, giving employment to 42 per cent. of their pre-war workmen.

Of 33,000 miles of roads destroyed, 14,000 have already been restored to traffic.

Collieries only, having been systematically flooded or blown up by the Germans, still show poor results, the output being only 6 per cent. of the pre-war production.

France spent, during the war, about eight billions sterling, at par, and the combined taxes reach now an average of £23 per head, against a little over £5 in 1913, yet the financial situation is now firmly in hand and is bettering gradually, fiduciary circulation being already slightly on the decrease.

SENATOR HARDING. ANOTHER RAILWAY ACCIDENT.

New York, September 29th.
A telegram from Millwood, Virginia, says Senator Harding, one of the Presidential candidates, was in a railway accident, having had the narrowest escapes of his life, near there to-day. His private car was derailed. He and his wife were severely shaken. Nobody was hurt.

AIRSHIP LOST IN FOG. CRASHES ON MOUNTAIN PEAK.

Los Angeles, September 30th.
A naval dirigible, whilst proceeding to San Pedro to participate in the fleet manoeuvres, was lost in a dense fog and crashed on a mountain peak, upsetting the car and precipitating its crew of five 200 feet down the Laurel Canyon. Four were injured.

GERMAN PROPERTY IN ITALY CABINET'S DECISION REGARDING RESTORATION.

Rome, September 30th.
The Cabinet has decided to restore to previous owners all minor German-owned property, with the exception of money, up to the present value of 50,000 lire in each case.

BELL TELEPHONE CO. MORTGAGED TO SYNDICATE OF BANKERS.

New York, October 1st.
The Bell Telephone Company has sold to a syndicate of bankers, headed by Mr. Pierpont Morgan, \$25,000,000 25-year 7 per cent. Bonds at 95 per cent, dated from September 30th.

NEW FRENCH PRESIDENT. RECEIVES MEMBERS OF DIPLOMATIC CORPS.

Paris, September 29th.
A solemn reception took place this afternoon in the Presidential palace when the Diplomatic Corps came to present congratulations to President Millerand upon his election.

M. Millerand was assisted by the Premier, M. Leygues.

The Italian Ambassador, as the doyen of the diplomatic body, delivered an address stating that all friends of France will join with the French people in their unanimous satisfaction in the election of M. Millerand, who, in the Ambassador's words, is "amongst the most energetic of those engaged in the world's reconstruction which promises to be a glorious phase of civilisation."

M. Millerand, replying, said that such a heavy task needs everyone's co-operation, for the world's peace is based on the respect of national rights and of international agreements. France is convinced that a scrupulous execution of the peace treaties is the best guarantee for the preservation of international order and peace.

M. Millerand previously had given a private audience to the German Ambassador upon the latter presenting his credentials. The German Ambassador stated his readiness, according to his Government's wish, to develop all his efforts to develop friendly intercourse between Germany and France on the basis of the Versailles Treaty.

EARLIER CABLES.

LEAGUE OF NATIONS. GREAT BRITAIN SUBMITS AGREEMENTS.

London, October 1st.
Great Britain has lodged with the League of Nations for entry in its gigantic register, sixteen international agreements which she has concluded since the ratification of peace. They include engagements of the Empire as a whole and specific agreements of South Africa, India, and Canada, covering widely different subjects. Lord Curzon has intimated to the League that all future international engagements concluded by Great Britain will similarly be submitted.

Other Governments have submitted treaties, Peru, with engaging frankness, not only listing those contracted since her entry into the League, but all binding agreements, regardless of date.

MINERS' STRIKE CRISIS. MINERS POSTPONE STRIKE.

London, October 1st.
The Miners' Delegates Conference has decided to postpone the strike for a fortnight.

SOME OUTPUT FIGURES.

London, October 1st.
The weekly statistics of the coal output for the United Kingdom this year to August 28th, issued to-day by the Board of Trade, show that on no fewer than 24 occasions did the weekly output exceed the amount necessary to produce a yearly tonnage of 252,000,000 tons, the tonnage line suggested by the coal-owners. The highest weekly output was 4,988,668 tons on April 24th.

NEW DATUM LINE.

London, October 1st.
The postponement of the strike is until October 18th. The miners will vote on the owners' new proposals, on October 11th or 12th and a Conference will consider the results on October 14th.

The owners' new proposals provide for shifting the datum line to 240,000,000 tons, for a 14 day increase in wages, if 244,000,000 tons are raised then 1s. 6d. and if 248,000,000 tons then 2s.

THE TRIPLE CONFERENCE.

London, October 1st.
The Conference between the miners, owners and the Government opened this morning with the remark by Mr. Smillie to Mr. Lloyd George that the scene was almost like three dogs quarrelling over a bone with a bit of flesh on it and it would seem as if the two best fed dogs were combining against the unfortunate dog that required most the meat.

Mr. Hodges then recapitulated the miners' arguments for the datum line which they had submitted. He pointed out that the starting point of the difference between the miners and owners was that the miners were asking for a 2s. advance now and from July 4th on the basis of the September output.

The Premier, who followed, said he could not see any advance upon the original position taken up by the Miners' Executive and the position which Mr. Hodges now took up. It was not very promising. Referring to Mr. Smillie's reference to dogs, the Premier remarked that there was another dog whom the Government represented and that was the general public who would get very little meat and hardly any bone if a struggle occurred. Mr. Lloyd George then went on to appeal to the two sides to come to a closer grip with the figures on which they differed and suggested that it was impossible for a large assembly to discuss figures. He therefore, proposed the appointment of a small Joint Committee to explore the matter. The mine-owners and miners, agreed, and a Committee of eight was then formed.

After the meeting, the joint negotiating committee of the Coal Conference re-assembled. Mr. Evan Williams, on behalf of the owners, announced that they had failed to find any ground on which they could join in a recommendation to the Prime Minister. The owners found themselves up against the same difficulty, they had had from the beginning, namely, the immediate advance of 2s. daily. The owners were exceedingly anxious that an increase of wages should be given as early as possible, but that it must be an increase justified by a clear indication of increase in output and productivity. Owners firmly believed that they would achieve results far more effectively by making an increase in output, than by making an increase of wage preliminary to an increase of output.

Mr. Lloyd George remarked that he did not know what the Government could usefully say after the experts on both sides had failed to come to an agreement. The Government was concerned for the whole of industry, but was naturally more concerned for the general public. The Premier pointed out that the depression of the sovereign was largely due to the fact that until we make imports and exports balance we are not in the same position as we otherwise would have been in the trading markets of the world. The cost of food was attributable largely to the fact that we had not been able to keep exports up to pre-war figures. No settlement at the coal conference would give greater satisfaction to the general public than one based on increased output. The Premier asked the Miners' Federation to pursue the path of peace.

At the delegate meeting, Mr. Smillie said that he did not think there was any use in meeting mine-owners again and the Executive would go to the Delegates Conference and report on the position.

The Conference then broke up.

SOUTH AFRICAN OUTLOOK. GENERAL SMUTS' APPEAL FOR NEW PARTY.

Cape Town, October 2nd.
General Smuts is issuing a momentous appeal for the formation of a new Moderate Party in South Africa with a view to maintaining the Constitution and combatting the movement for the secession of South Africa from the British Commonwealth. The appeal follows on the failure of the Congress held on September 27th, which it had been hoped, would result in the fusion of the Dutch parties.

General Smuts, in the course of his appeal, describes the Nationalist secessionist policy as a branch of good faith and of the understanding under which both the European races formed the Union. He declares that now that the Nationalists have decided to continue their propaganda for driving the European race apart into an ultimate conflict, there is no alternative but for the moderate elements to coalesce and keep the dangers of lawlessness and indiscipline, which are threatening the old world, in check in South Africa, where the position of Europeans as a civilized community are exposed to special dangers.

IS IT THE END OF SOVIET? SENSATIONAL REPORTS FROM RUSSIA.

London, October 2nd.

Reports from widely different sources, all inclining to the same viewpoint, are seriously raising the question whether the Soviet regime in Russia is not on the verge of collapse.

Two hundred French prisoners, who have just arrived from Moscow, significantly report that present conditions cannot last much longer and that the conclusion of peace will probably cause a collapse of Bolshevism; while the latest account from Narva, a hundred miles west of Petrograd, states that employees on the North-West Railway have struck and serious disturbances occurred at the Semenov factories, in which two Commissaries were killed, while the workmen in nearly all the factories in Petrograd are on strike, ostensibly on account of the price of bread, but their real object is to overthrow the Soviet regime.

Meanwhile, disaffection is widespread in the Northern Red Army where large meetings are being held demanding peace, similar to those which helped the downfall of the Kerensky regime. Twelve soldier delegates who went to Moscow to urge peace were summarily shot.

Reports from Moscow declare that concentration camps in Government circles, that Budenny is to be court-martialed and that M. Kamenoff has been received with disfavour by the Council of Five owing to his withholding in London a number of Russian peace terms.

TROTSKY REPORTED WOUNDED.

London, October 3rd.
The French Foreign Office attributes the greatest importance to the reported "orders in Russia." Their semi-official statements indicate that the Soviet is exposed to the most serious danger yet experienced.

General Lavrinski, for the Soviet, is calling on former tsarist officers to rally to the Red Army, while mass arrests of the commissaries attached to the armies are occurring daily. Two hundred have taken refuge in Germany, including the notorious hangman, Peters.

It is reported that Trotsky has been wounded in street conflicts.

Meanwhile, General Wrangel is gaining fresh success owing to his policy of winning confidence with the peasants by granting titles of nobility. Wrangel has surrounded the Soviet cavalry in the Volynsk district. The prisoners counted number 1,100, and Nogai and Fedinski, ports on the Sea of Azov, have been captured.

The Russian peasant leader, General Makshko, who has thrown in his lot with Wrangel, announces the capture of Maresin, in the Donetz Valley, and the annihilation of a Red Division.

30,000 PRISONERS CAPTURED.

Warsaw, October 2nd.
A communiqué says: We are continuing the pursuit of the Bolshevik Divisions. The Second Polish Army has taken 30,000 prisoners, and 100 guns. All action has been suspended in the region of Suwalki as a result of the agreement reached with Lithuania.

BOLSHEVIK AIMS IN INDIA.

London, October 1st.
The real aims of the Soviet with regard to India and Afghanistan are much enlightened by news which has reached London, via the Caucasus, from a reliable authority, giving the actual proposals which the Soviet representatives submitted at Kabul. Recently the Bolshevik envoy there was authorised to propose to the Amir a formal agreement in which the Soviet undertook considerable military and financial assistance to Afghanistan in exchange for return facilities for transporting arms and ammunition to the tribes on the North West Frontier of India and also for the agents to manufacture propaganda unopposed and to pass freely with it to India. The Soviet, further, demanded the right to establish representatives in such places as might be selected and a written pledge that the Amir would not conclude a treaty or agreement with any State other than Bolshevik Russia without the latter's prior consent. The latter stipulation is, doubtless, intended to make abortive the Afghan-Indian negotiations or to entrap the Amir into a betrayal of the Emir of Bokhara, whose overthrow the Bolsheviks have since accomplished.

INDIAN TERRITORIAL FORCE. AS A MEASURE OF EDUCATION.

London, October 2nd.
The creation of an Indian Territorial Force as a measure of education is recommended by a Committee, presided over by Viscount Esher, and appointed by the India Office to enquire into the administration and organisation of the army. The Committee does not think that this will impair the regular army efficiency or the recruitment for it. The new force ought to be co-ordinated with regulars and enlistment should be voluntary between the ages of 18 and 30 for four years with liability for general service in India. It is suggested that twelve units be started of which four be exclusively university corps and four university and general.

Sir Umar Hayat Khan, one of the Indian representatives on the Committee, in his comments advocates drastic action against agitators attempting to spread disaffection and favours their rigorous exclusion from universities or institutions where their activities would be likely to cause possible contamination.

BIG GALVESTON BLAZE.

Galveston, October 1st.
The damage caused by the fire yesterday is now estimated at two million dollars.

MR. H. G. WELLS IN RUSSIA.

London, October 3rd.
Mr. H. G. Wells has arrived in Moscow.

THE IRISH SITUATION. REPRISALS FOR MURDER OF INSPECTOR.

London, October 2nd.

It is reported that yesterday's murder of Inspector Brady at Tubbercurry brought quick reprisals at Tubbercurry, where four houses and two crematories were destroyed and fourteen houses damaged by bombs and rifle fire. The Sinn Féin fired on police reinforcements.

Inspector Brady was 21 years old and was a nephew of the former M.P. Mr. Brady of St. Stephen's Green. He served in the Irish Guards during the war and acted as King's Messenger, carrying Earl Haig's despatches. His party was ambushed by men lying in wait on the roadside behind a loop-holed wall. Expanding bullets were used.

REPRISALS CONDEMNED.

London, October 2nd.
A circular issued from Dublin Castle to police officials in Ireland, says the Press reports of reprisals by the police and military are generally misleading and often represent acts of justifiable self-defence as reprisals. But there are cases where unjustifiable action has undoubtedly been taken and these are being carefully investigated. Meanwhile, it is necessary to emphasise that reprisals cannot be countenanced by those in authority. The great provocation under which men suffer who see their comrades and friends brutally murdered is fully recognised, but the police are urged to maintain, despite provocation, the self-control which has characterised the force in the past. The police exists to restore and maintain order, and the destruction of buildings and institutions cannot but imperish the country and increase want and disorder.

SIR EDWARD CARSON DENOUNCES LORD GREY'S SCHEME.

London, October 2nd.

Sir Edward Carson, replying to Lord Grey's Irish proposals, said they blunted the sword of the law and they blunted the sword of the law. The Committee have gone very thoroughly into the matter of pay and I understand that a ticket for the number of rounds fired adequately rewards the boy for his services and also includes remuneration for the cleaning of clubs. At one time it was left to the players themselves to pay the caddies what they thought fit. This led to the boys' parents approaching the Committee with a view to standardising the rate, for as they pointed out, many of the boys were earning more than they were themselves.

Mr. A. E. Wood has taken charge of the caddies' committee; so unless we adhere to the rules and regulations his energies will be wasted. The Committee merely ask us not to engage a caddy except through the caddy master, and not to pay him except by ticket. There is no need to engage a boy at the station to carry one's bag or clubs, for hand-carts are provided for this purpose by the Club, incidentally, free of charge.

HOME RULE BILL PROSPECTS.

London, October 4th.
The Observer declares that the Government has resolved to adhere to the main feature of the Home Rule Bill, namely, the establishment of two parallel Legislatures in Dublin and Belfast, linked by a joint Council. It is of opinion that, on this point, the House of Lords, in its present mood, is likely to wreck the Bill; therefore, it is not impossible that Mr. Balfour will be urged to make the greatest sacrifice of patriotism by going to the House of Lords in the interests of Irish policy.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

WAR VETERANS AGAINST JAPANESE IMMIGRATION.

Cleveland (Ohio), Sept. 30th.
After a stormy debate, the second annual convention of the American Legion, consisting of thousands of war veterans, passed a resolution urging the cancellation of the so-called "Gentlemen's Agreement" with Japan for the exclusion of "picture brides" and for the rigorous exclusion of Japanese immigrants.

ANOTHER STEAMER FOR EASTERN TRADE.

London, October 1st.
The 10,000-ton screw steamer Glenagarry, 500 feet long, was launched at Glasgow. It will be employed in the Eastern trade, and have some passenger accommodation.

ROBBERIES IN LANTAU ISLAND.

CHINESE SHOT DEAD.

Sixteen men, armed with rifles, entered a steamer at Lantau Island on Saturday night, occupied by two fishermen. Four of the men stood on guard at the door while the others demanded a certain sum of money from one of the men. When the request was refused the men shot him dead. The second man managed to escape and ran up the hill-side calling out "Thief." He reported to the Police Station, but by the time the Police arrived at the shed the men had disappeared.

KNIFED AND SHOT.

WOUNDED MAN SUCUMBED.

An inexplicable murder was committed in Jubilee Road on Sunday afternoon. A Chinese was found by the Police to be suffering from a stab wound in the abdomen and some bullet wounds in the back, and was removed to the hospital where he died a few hours later. The information the Police received was that three men had attacked the deceased, but for what reason is not known. The Police are searching for the three murderers.

GOLF NOTES. (BY ZODIAC.)

The weather at noon on Saturday did not look too promising for the week-end and no doubt was responsible for the small number playing in the afternoon. However, Sunday was fine and in spite of the heat, there was a large attendance at Fanning. The course was playing exceedingly well and there was no possible cause for complaint, except for the player who strayed into the rough, but this will soon be rectified, for the process of cutting has already commenced and I understand the work will be completed in about ten days time. By next Saturday we ought to notice a big improvement.

It was pleasing to find the "lookers" taddies stationed round the course "once again. Perhaps one was a trifle optimistic about their abilities, but it certainly inspired one with greater confidence knowing that they were there. I do not think so many balls were lost as during the previous week-end, when one member estimated that at least 250 must have been never to be seen again by their respective owners! It almost makes one inclined to open a Golf Ball Factory in Hongkong. As my opponent remarked on Saturday, one cannot get a ball that whistles or shouts when lost, so why not make one that can be found by its smell? It's not a bad idea, but I trust, that if he has any intention of carrying out his suggestion the smell chosen will be a pleasant one or he will find himself the sole occupant of the course.

I am afraid I always have a weekly grouse, and this week it is against members and subscribers who persist in breaking the Club's regulations by giving "cummings" to their caddies. The Committee have gone very thoroughly into the matter of pay and I understand that a ticket for the number of rounds fired adequately rewards the boy for his services and also includes remuneration for the cleaning of clubs. At one time it was left to the players themselves to pay the caddies what they thought fit. This led to the boys' parents approaching the Committee with a view to standardising the rate, for as they pointed out, many of the boys were earning more than they were themselves.

Mr. A. E. Wood has taken charge of the caddies' committee; so unless we adhere to the rules and regulations his energies will be wasted. The Committee merely ask us not to engage a caddy except through the caddy master, and not to pay him except by ticket. There is no need to engage a boy at the station to carry one's bag or clubs, for hand-carts are provided for this purpose by the Club, incidentally, free of charge.

If only we comply with this regulation the boys will, in time, realise that to meet the trains is throwing away a chance of getting a job, and we shall not be pestered by a mob from the time we arrive till the time we reach the Club house. My remarks apply equally to Happy Valley and Deep Water Bay courses. If any member or subscriber sees any one offending against this regulation it is up to him to report the offender to the Committee, who will no doubt know how to deal suitably with the case.

The Committee have decided that the Junior Championship is to be cancelled or at least postponed indefinitely. There is a two-fold reason for their decision. In the first place they consider the fixture card is adequately filled up to the end of the year; and, secondly, there is no permanent trophy for this competition, which has only been in existence for two years. On each of these occasions the cup was won by a member—I believe our present Captain. However, if enough enthusiasm is shown by members there is a possibility of the event being revived in the New Year.

I have been asked to remind members and subscribers that entries for the Governor's shield, which is competed for annually, close on the 25th inst. The competition is a knockout of 16 persons by match play, over 18 holes. One pair only is allowed to enter, under Club handicap, from each of the following:—a Government Department, H.M. Ship, Naval Depot, Military Corps or Regiment, and Professional or Business Houses. In the event of a member being an only man eligible, he may, with the consent of the Committee, enter with a member of a similar profession or business. There are quite a number of entries for the Club Championship and it looks almost certain that the qualifying rounds will be necessary to decide on the 18 to take part in the match play.

The "selling sweep" on the Championship has been a popular attraction and the books are filling rapidly. There are books in all the Club Houses and one also in the Hongkong Club. The first prize will certainly be worth winning and for the benefit of those who have not yet taken "a chance" I might mention that October 25th is the last available day. The draw takes place on 28th inst.

The ladies have stolen a march on the men with regard to Club-house decorations and are one up, or I should say two up, as regards honour boards. There are two very neat looking boards in their Club-house at Fanning. One gives the names of the winner and runner-up of the ladies' championship, whilst the other records the best gross score of the year. For the interest of those blessed with motor-cars, the new garage at Fanning is nearing completion. In fact, the covered stand, which will hold 10 cars, is ready, but the approach and yard are not. Cinders are wanted for the foundation and these have been promised by the Kowloon-Canton Railway Co. British Section, to be delivered shortly. When completed there will be room for a large number of cars.

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CATARRH

CONSUMPTION

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THE RAPID NO. 1**THERAPION NO. 2****THERAPION NO. 3**

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interest showing the disposition of the Forces at

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Its description of Chinese Social conditions in

China, makes "CHILDREN OF FAR OATHAY" an

excellent volume for Customs and Superstitions,

combined with the insight it gives into political

presentation to friends at home.

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DR. MANNIX IN LONDON.

GRIEVANCE AGAINST THE

GOVERNMENT.

Archbishop Mannix arrived in London

from Penzance on August 10th. At Pen-

zance, he was met by a delegation re-

presenting various Irish organizations in

London. There was a little cheering, one

or two Roman Catholics kissed the Arch-

bishop's ring, and as soon as his luggage

had been put into a taxicab he drove away

with his secretary, Father Vaughan, to

Nazareth House, Hammer Smith.

After luncheon at Nazareth House Dr.

Mannix took a run in a motor-car, accom-

panied by Mr. Charles Diamond, the

editor of the *Catholic Herald*, who was

released from Pentonville, and Mr. D.

Mitchell Quinn, the editor of a Glasgow

Catholic newspaper. He returned after

about an hour, and spent the rest of the

afternoon in the Convent.

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THE OLYMPIC GAMES.

MARATHON RACE DESCRIBED.

KOHLEMAINEN CREATES WORLD

RECORD.

ANTWERP, August 23rd.

The Marathon Race was, of course, the

great event of yesterday. It was a formid-

able task at the start to get between

forty and fifty men lined up about ten

deep, a parti-coloured mass of blue, red,

white, and green jerseys, and when this

was successfully accomplished the men

circled the track twice and then passed

out through the big gateway in torrents

of rain. Crowds lined the roads for some

distance, evincing great enthusiasm. In

the villages throughout the route infantry

and cavalry were posted at intervals of

25 yards to keep the highly-strung specta-

tors out of the way of the runners. Every

half mile or so excited Japanese waved

enormous national flags at their com-

patriots. Datar, the Indian, who was the

last to quit the Stadium, apparently fell

out in the first mile, but reappeared half

way, miles behind, sturdily hanging on.

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Personal Pipe

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AKI MARU ... Saturday, 16th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMAKURA MARU ... Saturday, 9th October.

HAKODATE MARU ... Saturday, 16th October

TENSHIN MARU ... Wednesday, 20th Oct.

INABA MARU ... Thursday, 21st Oct., at 11 a.m.

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(1565)

A CLAIM AGAINST AN AMERICAN CO.**JURISDICTION AT SHANGHAI QUESTIONED.****COUNSEL FOR PLAINTIFF'S STRONG COMMENT.**

A plea against the jurisdiction of the U.S. Court for China, raised by the Neus, Heaslein Co., Inc., was argued at Shanghai last week before the Hon. C. S. Lobinger, Judge. Defendants are being sued in that court by the Belgian Trading Co.

Mr. S. Feasenden appeared for plaintiffs and Mr. J. B. Davies for defendants. Mr. Davies said this matter was before the court on a plea to the jurisdiction entered by the defendants. His instructions to appear for them had been received by cable direct from New York. Neus, Heaslein & Co. was a corporation organized under the State of New York laws. Their position was that the company was in no sense carrying on business within the jurisdiction of the U.S. Court for China. One of them had even been given power of attorney and they had never been registered at the American Consulate or in any consulate in Shanghai.

His Honour: Have they any representative here?

Mr. Davies: They have a man we claim is in the position of a salesman. He has no authority to open a bank account or to arrange for credit.

His Honour: What does he do here?

Mr. Davies: Takes orders and transmits them to New York.

His Honour: If an order is not filled to the satisfaction of the customer, he has to go to New York?

Mr. Davies: Yes.

His Honour: That is rather a hardship.

Mr. Davies: It is the same as a salesman selling goods in Ohio for a New York company; the remedy is in New York, not in Ohio.

Mr. Feasenden said he was there to prove that defendants had an office here and had been doing business here.

Mr. C. F. Huggins said he had been an employee of defendants for 13 years. He did not hold any power of attorney for them nor did anyone in China. He carried out instructions received by cable. He signed letters in his own name representing defendants.

Cross-examined: He knew the firm name appeared in the Hong List and also in the telephone book. In one of their trade books the Shanghai branch was given as 1, Yuen Ming Yuen Road. These books were circulated all over the world. Defendants made all the profits on the transactions completed in Shanghai. Previous to his arrival business to the extent of several hundred thousand taels had been done.

Re-examined: The firm had no godown here and no stocks in Shanghai. He did nothing but transmit orders.

Mr. L. van der Stegen said he was proprietor of the plaintiff firm. He had done business with Mr. Huggins' predecessor to the extent of from Fla. 500,000 to Fla. 800,000.

Mr. Feasenden said defendants could not deny that they had held out to the world that they had a branch in Shanghai and unless they made a little more frank and clear showing based on commercial integrity and honour, they did not deserve much sympathy from the court.

Mr. Davies said there was no attempt on the part of defendants to evade the matter at issue. There was a jurisdiction in which they should be sued and in which they were perfectly willing to appear. There was no attempt to evade liability. According to the authorities mere solicitation of business was not doing business in the terms under which they were liable to appear in that court. That was defendants' position in this case. Plaintiff had his remedy in the courts of New York. It would mean no greater hardship on plaintiff than trying the case here would mean for defendants. Judgment was received.

MATRIMONIAL COMPLICATIONS.**HOME FROM CHINA TO ANSWER CHARGE.**

An extraordinary story was related at Boston on August 24th when Peter McLeod Peace, aged twenty-six, a navigation officer, was committed for trial charged with marrying Lizzie May Hopkins, his former wife, Virginia Catarina Peace, being then alive.

In 1915 Peace, according to the prosecution, met at Marseilles a young Italian woman, Virginia Catarina Gialtieri, whom he married the following year at Southampton, where they stayed in apartments, he being most of the time at sea. Later his wife went to live with his friends in Fifehire. On January 7th, 1917 at Boston, Peace "married" Lizzie May Hopkins, widow of a Territorial officer killed in the war. On ascertaining that fact Mrs. Peace petitioned for and was granted a divorce at Edinburgh on the ground of her husband's bigamy. Then she married an Edinburgh solicitor, and Peace, hearing of the divorce, lawfully married Mrs. Hopkins.

Meanwhile a warrant for Peace's arrest was out at Boston, and he came from China to answer the charge.

There was once a gardener who garden-ed at New London. One day he listened to a teacher disposing to his class under a tree in the garden. The teacher told the tree an elm, and pointing out that the elm had been introduced into Britain by the Romans, asked rhetorically: "If this elm could only speak, what history it could tell us!"

And the gardener, who had been told, said: "I'm not a leaf; I'm a hawk!"

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Mr. D. Molmurray
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Mr. G. A. Seale
Mr. O. F. Starkey
Mr. E. Thomas
Capt. O. W. Wilks

A Scotch railway guard was had up for assaulting his wife in a fit of drunkenness, which he denied. On being asked by the Magistrate for a proof of his condition, the poor woman, who had a couple of black eyes and showed signs of having been otherwise ill-treated, said he had come in "fra the toon" on Saturday night and was very violent. "But can you give me any proof that he was drunk?" asked the Magistrate. "Well, yer honour," was the reply, "I thought he was pretty gon' when he caught up the wee catlin, throw it into the oven, banged the door, and called out, 'A' recht for Perth!'"

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"CHAKSANG" ... Wed. 8th Oct., 3 p.m.
"HANGSANG" ... Thurs. 7th Oct., 8 p.m.
"LAISANG" ... Fri. 8th Oct., 3 p.m.
"CHUNTSANG" ... Fri. 8th Oct., 3 p.m.
"TAKSANG" ... Sat. 9th Oct., 3 a.m.
"HINSANG" ... Sat. 9th Oct., 3 a.m.
"CHTPHANG" ... Sun. 10th Oct., 8 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from a Calcutta steamer proceed via Suez and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when indicated on the schedule.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datt.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chaoow.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or about Oct. 6th, for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET-TENHAM, MADRAS, and DUTCH EAST INDIES.

S.S. "CHUNTSANG" will be despatched on or about Oct. 8th, for SINGAPORE, PENANG & JAVA.

Through Bills of Lading issued to RANGOON, PORT SWET-TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—
Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS
Telephone No. 515.

GLEN AND SHIRE

Joint Service of Steamers.
U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.
Des Hongkong
"VOGTLAND" ... 29th Oct.

HOMEWARDS.
Leaves Hongkong
"PEMBROKESHIRE" ... 2nd Oct.
"GLENIFFER" ... 3rd Nov.
GENOA & LONDON
GENOA, LONDON & ROTTERDAM

Movements are subject to change without notice.
For freight or further particulars please apply to—
Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.
The Royal Mail Steam Packet Co.
Owners of "Shire" Line.
Tel. No. 515 and 512.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)
CAPITAL PAID-UP ... ¥90,000,000
President: Mr. Y. KAWASAKI
Vice-President: Mr. K. MATSUOKA
Managing Director: Mr. KAWASAKI AND

The Company has on hand a Large Number of
NEW CARGO STEAMERS
ALWAYS READY FOR

CHARTERS of all descriptions.
The following are completed in the Company's Fleet—
Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management—
Twenty steamers of about 9,100 tons deadweight each
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the
KAWASAKI KISEN KAISHA
No. 8, Bure, Kozu.

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SHIPPING NEWS

ARRIVALS.

October 3rd.
Ma Maru, Japanese str., 6,069 tons, Capt. Fugami, from Tacoma, with a general cargo.—O.S.K.
Nhang, Chinese str., 394 tons, Capt. A. Lathovsky, from Swatow, with a general cargo.—Po Lee.

October 4th.
Kiang, Chinese str., 535 tons, Capt. Tien, from Kwong Chow Wan, with a general cargo.—Yee Woo.
Shun, British str., 841 tons, Capt. Page, from Hailow, with a general cargo.—Po Shun.

October 5th.
British, British str., 1,220 tons, Captain Lovegrove, from Tientsin, with a general cargo.—B. & S.
Ma Maru, Japanese str., 1,979 tons, Capt. Kubo, from Muke, with a cargo of coal.—M.B.K.

October 6th.
Ma Maru, Japanese str., 960 tons, Capt. Kashimoto, from Wakamatsu, with a cargo of coal.—Murasawa.
Tah, Chinese str., 1,536 tons, Capt. Stewart, from Shanghai, with a general cargo.—O.M.C.

October 7th.
British, British str., 1,220 tons, Capt. Scott, from Singapore, with a general cargo.—B. & S.
Kwok Shan, from Hainan, with a general cargo.—Eastern Navigation Co.

October 8th.
British, British str., 245 tons, Capt. Ross, from Kwong Chow Wan, with a general cargo.—Wang Hing.

CLEARANCES.

October 2nd.
Africa, for Yokohama.
Ma Maru, for Keelung.
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October 3rd.
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October 9th.
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October 10th.
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October 11th.
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October 12th.
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October 13th.
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October 14th.
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October 15th.
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October 16th.
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October 17th.
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October 18th.
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October 19th.
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HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 4th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 5 a.m.	at 2 a.m.
Barometer	29.84	29.80	29.75
Temperature	84	78	85
Humidity	73	86	73
Wind Direction	ESE	East	East
Force	4	2	2
Weather	c	c	c
Rain	1.08	—	—

Highest open-air Temperature on 3rd... 84

Lowest open-air Temperature on 4th... 78

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

Is given in the

HONGKONG WEEKLY

PRESS

with which is incorporated

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for 1920

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DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DISPATCHED
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BOSTON & NEW YORK via PANAMA CANAL	Celtic Prince	Brit.	Shewan, Tomes & Co.	About 18th inst.
NEW YORK via SUEZ	Moorika Maru	Jap.	Nippon Yusen Kaisha	On 15th inst.
NEW YORK & BOSTON via SUEZ CANAL	Mancaster Castle	Brit.	Doddwell & Co., Ltd.	Middle of Nov.
NEW YORK via SUEZ	General Church	Brit.	The Bank Line, Limited	On 10th Nov.
SAN FRANCISCO via SHAI & JAP. PORTS & HAWAII	Columbia	Am.	Pacific Mail S.S. Co.	On 8th inst.
SAN FRANCISCO via SHANGHAI & JAPAN	Niberia Maru	Jap.	Toyo Kisen Kaisha	On 13th inst.
SAN FRANCISCO via SHANGHAI & JAPAN	Tenyo Maru	Jap.	Toyo Kisen Kaisha	On 28th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nanking	Am.	China Mail S.S. Co., Ltd.	On 31st inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nile	Am.	China Mail S.S. Co., Ltd.	On 6th Nov.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	Continuum	Am.	The Admiral Line Pacific S.S. Co.	About 8th inst.
SEATTLE & VICTORIA via J. PORTS, SHANGHAI, &c.	Tima Maru	Jap.	Nippon Yusen Kaisha	On 14th inst., at 11 A.M.
SEATTLE, TACOMA, VICTORIA, VANCOUVER, &c.	Nila	Am.	Frank Waterhouse & Co.	About 18th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress of Russia	Brit.	Canadian Pacific O. S. Ltd.	On 21st inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Monteale	Brit.	Canadian Pacific O. S. Ltd.	On 28th inst.
VICTORIA, SEATTLE & VANCOUVER	Tyndareus	Brit.	Butterfield & Swire	On 6th inst.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Manila Maru	Jap.	Osaka Shosen Kaisha	On 15th inst.
MARSHALLS & LONDON via SPAIN, PANG, &c.	Nankin	Brit.	P. & O. R. I. & A. L.	About 10th inst.
MARSHALLS via ELIZABETH, SANDON, STOKES, &c.	Armad Bobie	Fr.	Messageries Maritimes	About 10th inst.
HELVING, ROTTERDAM & LIVERPOOL	Beryllus	Brit.	Butterfield & Swire	On 7th inst.
LIVERPOOL & MARSHALLS via SINGAPORE, CUBA, &c.	Tokoro Maru	Jap.	Nippon Yusen Kaisha	On 6th inst.
GENOA, LONDON & ANTWERP	Carnarvonshire	Brit.	Jardine, Matheson & Co., Ltd.	About 4th inst.
GENOA, MARSHALLS, GAMBORG & LIVERPOOL	Titan	Brit.	Butterfield & Swire	On 11th inst.
LONDON & ANTWERP via SINGAPORE, PENANG, &c.	Mishima Maru	Jap.	Nippon Yusen Kaisha	On 18th inst., at Noon.
LONDON, AMSTERDAM & HAMBURG	Heleneus	Brit.	Butterfield & Swire	On 12th inst.
LONDON, ANTWERP & ROTTERDAM, &c.	Argun Maru	Jap.	Osaka Shosen Kaisha	On 18th inst.
LONDON, AMSTERDAM & HAMBURG	Keemun	Brit.	Butterfield & Swire	On 17th inst.
RAABURG, LONDON, ANTWERP via SINGAPORE, &c.	Dakar Maru	Jap.	Nippon Yusen Kaisha	On 31st inst.
ROTTERDAM & HAMBURG	Euryclia	Brit.	Butterfield & Swire	On 8th inst.
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BOMBAY & COLOMBO	Saigon Maru	Jap.	Osaka Shosen Kaisha	On 6th inst.
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CALCUTTA via STRAITA, RANGOON	Gregory Apar	Am.	P. & O. B. I. & A. L.	About 13th inst.
LOS ANGELES, CALIFORNIA, U.S.	Viana	Am.	Los Angeles Pacific Nav. Co.	About 13th inst.
SOUTH AMERICAN PORTS via CAPE	Tosa Maru	Jap.	Nippon Yusen Kaisha	On 17th inst.
AUSTRALIAN PORTS...	St. Albans	Brit.	P. & O. B. I. & A. L.	On 7th inst., at Noon.
AUSTRALIAN PORTS via MANILA	Victoria	Chl.	The China & Australia S.S. Co.	On 9th inst.
AUSTRALIAN PORTS via MANILA	Nikko Maru	Jap.	Nippon Yusen Kaisha	On 20th inst., at 11 A.M.
AUSTRIAN PORTS	Taiyuan	Brit.	Butterfield & Swire	On 31st inst.
BULGON, ARES, RIO DE JANEIRO, BAHO, &c.	Canada Maru	Jap.	Osaka Shosen Kaisha	On 2nd Nov.
VAL PARADO via JAPAN, HONOLULU, SAN FRANCISCO & KORE	Saio Maru	Jap.	Toyo Kisen Kaisha	On 9th inst.
JAPAN PORTS	Hokuto Maru	Brit.	Jardine, Matheson & Co., Ltd.	On 8th inst., at 3 P.M.
NAGARAKI, KORE & YOKOHAMA	Havira Maru	Jap.	Osaka Shosen Kaisha	About 19th inst.
NEWCHWANG & TIENTSIN	Aki Maru	Jap.	Nippon Yusen Kaisha	On 16th inst., at 11 A.M.
WEIHAIWEI, CHEFOO & TIENTSIN	Cheongching	Brit.	Jardine, Matheson & Co., Ltd.	On 1st inst., at Noon.
SHANGHAI, KORE & YOKOHAMA	Hulchow	Brit.	Butterfield & Swire	On 6th inst., at 4 P.M.
SHANGHAI via SWATOW	Kamakura Maru	Jap.	Nippon Yusen Kaisha	On 9th inst.
SHANGHAI, KORE & YOKOHAMA	Hangsang	Brit.	Jardine, Matheson & Co., Ltd.	On 7th inst., at D'Night.
SHANGHAI, KORE & YOKOHAMA	Fortius	Fr.	Messageries Maritime	About 7th inst.
SHANGHAI & TINGTIAO	Sunning	Brit.	Butterfield & Swire	On 14th inst., at Noon.
SHANGHAI & JAPAN	Novara	Brit.	Butterfield & Swire	On 9th inst., at 4 P.M.
AMOI, SHANGHAI & FUKOW	Suiyang	Brit.	P. & O. R. I. & A. L.	About 13th inst.
SWATOW & BANGKOK	Chusan	Brit.	Butterfield & Swire	On 5th inst., at 10 A.M.
SWATOW, AMOI & FOCHOW	Haihong	Brit.	Douglas Lapraik & Co.	On 6th inst., at 4 P.M.
SWATOW, AMOI & FOCHOW	Hailong	Brit.	Douglas Lapraik & Co.	On 5th inst., at 3 P.M.
HAIFONG via HONGKONG	Hatching	Brit.	Douglas Lapraik & Co.	On 23rd inst., at 3 P.M.
HONGKONG, FUKOW & HAIFONG	Takaang	Brit.	Jardine, Matheson & Co., Ltd.	On 12th inst., at 8 A.M.
KEELUNG, FUKOW & HAIFONG	Kaiji Maru	Brit.	Butterfield & Swire	On 14th inst., at 9 A.M.
TAKAO via SWATOW & AMOI	Nobu Maru	Jap.	Osaka Shosen Kaisha	On 10th inst.
MANILA	Yuenang	Brit.	Jardine, Matheson & Co., Ltd.	On 6th inst., at 3 P.M.
SAIGON, BANGKOK & SINGAPORE	Unnan Maru	Jap.	Osaka Shosen Kaisha	On 2nd inst.
JAVA	Tijibong	Dut.	Java-China-Japan Lijn	About 19th inst.
JAVA	Samarang Maru	Brit.	Dowell & Co., Ltd.	About 10th inst.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

"GENERAL CHURCH" ... 10th Nov.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, JELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at OALOUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA AND STRAITS.

UNITED KINGDOM AND CONTINENT.

LONDON ... "MATOPPO" ... 15th Oct.
LONDON ... "CITY OF NAPLES" ... 15th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.

or to BARR & CO., CANTON.

General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
NEWCHANG	"PAKHONG"	On 5th Oct. 10 A.M.
AMOI, SHANGHAI & PUKOW	"SUIYANG"	On 5th Oct. 4 P.M.
SWATOW AND BANGKOK	"CHUAN"	On 5th Oct. 4 P.M.
SAMARANG	"CHUAN"	On 5th Oct. 4 P.M.
WENAIWAI, CHIRROO & TIENTSIN	"CHUAN"	On 5th Oct. 4 P.M.
SHANGHAI	"CHUAN"	On 5th Oct. 4 P.M.
SHANGHAI & TIENTSIN	"CHUAN"	On 5th Oct. 4 P.M.
HOIHOW, PAKHOI & HAIPHONG	"CHUAN"	On 5th Oct. 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and excellent cuisine.

FOR SWATOW, AMOI AND FOCHOW

AND RETURN.

Steamer	Departure	Arrival
"KAIHONG"	On 5th Oct. 10 A.M.	On 5th Oct. 4 P.M.
"KAIHONG"	On 5th Oct. 4 P.M.	On 5th Oct. 10 A.M.
"KAIHONG"	On 5th Oct. 10 A.M.	On 5th Oct. 4 P.M.
"KAIHONG"	On 5th Oct. 4 P.M.	On 5th Oct. 10 A.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARPAIK & CO., General Managers.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

Steamer	Departure	Arrival
"SS. VINTA"	On 10th Oct.	On 12th Oct.
"SS. WEST HIXON"	On 1st Nov.	On 4th Nov.
"SS. WEST MONTOP"	On 1st Dec.	On 1st Dec.

Through Bills of Lading to all U.S. and Canadian Overseas Ports to Transshipment to Europe. Shipwide connection with the Baltimore, Santa Fe and Southern Pacific Railroads.

Head Office: Los Angeles, Calif.
Branch Office: Kobe, Shanghai, Manila, Singapore.
HONGKONG Office: Prince Street, lower 2d floor, Tel. No. 1003.
CHAS. E. RICHARDSON, General Agent for South China.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"NANKIN"	8,900	10th Oct.	Marseilles, London & Antwerp
"DUNERA"	8,400	15th Oct.	Singapore, Colombo & Bombay
"KASHGAR"	8,900	22nd Oct.	Marseilles, London & Antwerp
"NOVARA"	8,900	15th Nov.	Marseilles, London & Antwerp
"NELLORE"	6,853	25th Nov.	Marseilles, London & Antwerp
"SOMALI"	6,719	10th Dec.	do.
"DEVANHA"	8,100	17th Dec.	do.
"SICILIA"	6,703	31st Dec.	do.
"FLASSY"	7,348	31st Jan. 1921	do.

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" 4,600 13th Oct. Calcutta via Spore, Pang & R.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	7th Oct. Noon	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	1st Nov.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"NOVARA"	8,900	13th Oct.	Shanghai & Japan.
"EASTERN"	4,000	14th Oct.	Japan direct.
"TAKADA"	7,000	21st Oct.	Shanghai & Japan.
"NELLORE"	6,853	24th Oct.	Shanghai & Japan.
"DILWARA"	5,400	30th Oct.	Shanghai Only.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets, Insurance, etc., may be secured by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in line of the section of their P. & O. Tickets Singapore to Calcutta. All Cabin rates are fixed with Electric Fans free of charge. Steamers and sailing dates are liable to be cancelled or altered without notice. Parcels measuring not more than 5 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GOSNOLD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns. For Further Information, Passage Fares, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., Agents.

21, Des Voeux Road Central, HONGKONG.

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

ARGUN MARU ... Saturday, 16th Oct.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE.

"CANADA MARU" (Taking Passengers) ... Tuesday, 2nd Nov.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"RAIGON MARU" ... Sunday, 10th Oct.

"BURMA MARU" ... Saturday, 16th Oct.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

"UNNAN MARU" ... Saturday, 2nd Oct.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA via Manila and Shanghai—Regular fortnightly service touching at intermediate ports in Japan and (via) the OCEANIC OVERLAND POINTS U.S. in connection with Chicago, St. Paul and St. Louis.

"ARIZONA MARU" (Taking Passengers) ... Tuesday, 12th Oct.

"MANILA MARU" ... Friday, 15th Oct.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HAGUE MARU" ... Sunday, 31st Oct.

NEW ORLEANS LINE "SUMATRA MARU" ... Monday, 6th Nov.

JAPAN PORTS—Mori, Kobe, Yokohama & Yokohama.

"HAWANA MARU" ... Monday, 26th Oct.

KORU via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KAIJO MARU" ... Sunday, 10th Oct.

TAKAO via SWATOW & AMOI. For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building. Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia. Lv. Hongkong for Australia.

"TAIYUAN" ... 18th Oct. ... 21st Oct.

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMER	TONS	LEAVE HONGKONG
"SIBERIA MARU"	20,000	Oct. 12th.
"YUNO MARU"	22,000	Oct. 28th.
"SHUNO MARU"	22,000	Nov. 13rd.
"FERSIA MARU"	9,000	Dec. 2nd.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

STEAMER	TONS	LEAVE HONGKONG
"SHUNO MARU"	14,000	Nov. 9th.
"TOKUYO MARU" (Cargo only)	17,200	Dec. 8th.
"KIYO MARU"	17,200	Jan. 16th, 1921.

For full information, regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager, King's Building.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI KOBE & { YOKOHAMA ~	"FORTHOS" ~ " ~	On or about 7th Oct.
	"CORDILLERE" ~ ~	On or about 22nd Oct.

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, PORT SAID. "ARMAND BEHIO" 10,000 On or about 10th Oct.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER, Acting Agent, Queen's Building.

Telephone 740.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers:

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER (Calling at Shanghai and Kobe).

"ICONIUM"	About Oct. 6th.
"ELDRIDGE"	About Oct. 29th.
"WHEATLAND"	About Nov. 17th.

For PORTLAND direct.

"ABERCOS" (Calling at Kobe and Yokohama) ... About Oct. 23rd.

For SEATTLE.

Through Bills of Lading issued in Overland Oceanic pattern.

For Freight and Particulars apply to—

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fifth Floor, HOTEL MANHATTAN.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers:

"ECUADOR," "VENEZUELA" & "COLOMBIA."

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

SS. "COLOMBIA" Sailing Wednesday Noon, October 6th, for San Francisco via Shanghai, Kobe, Yokohama and Honolulu.

U.S. SHIPPING BOARD VESSEL

For SAN FRANCISCO.

HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Genoa and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Head Office: San Francisco, Cal. Cable Address: "SOLANO."

Telephone 141.

